



NIMITZ NEWS

USS Nimitz (CVN 68)
January 16, 2010
Vol. 2, Issue 1

**CNO & MCPON
visit Nimitz**

***Nimitz earns
Meritorious Unit
Commendation***

**VFA-97 rejoins
CVW-11 after 5 years
in Marine UDP**

***Moms donate
presents to Sailors***

***Less Bang
for your Breath***



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USS Nimitz (CVN 68)
Official Publication
Vol. 2, Issue 1

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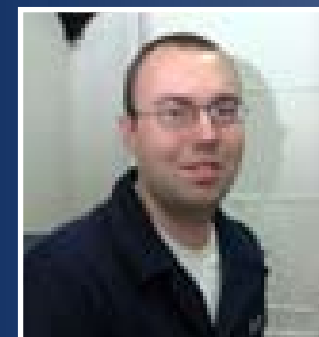


*Teamwork..
a Tradition*

Nimitz Voices

by MC2 (SW/AW) T. J. Ortega

Who inspires you most?



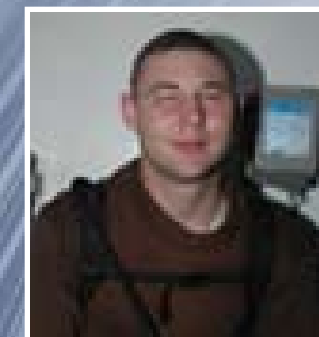
"Andy Kaufman cause he was so out there and creative. He always tried to do something different like what I am trying to do."

DCFN Andrew Morganroth
ENG/DC



"My daughter cause she makes me work regardless of the circumstance."

SHSN Marvin Conway
SUP/ S-3



"My mom, cause in high school I had a lazy streak and everyone doubted but she told me to keep striving forward."

AOAN Larry Kelly
VFA-97/Line



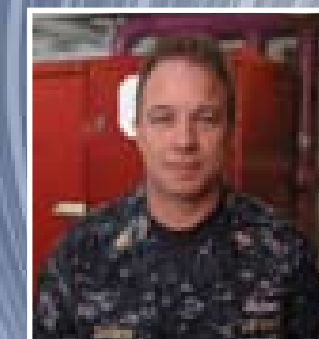
"My mom, cause she was a single parent and brought me up and made me the person I am today."

PS3 Anthony Martinez
ADMIN/X-2



"Che Guevara, even though he was a revolutionist and communist, he worked for the people."

SN Kaitay Quezada
DECK/ 1st



"My first chief, he took the time to teach me lessons that I have took with me my whole career. He is the reason why I am still in the Navy today."

QMCS Robert E. Barber
NAV/NN01

CVN 68



MC2 (SW) Scott A. McCall

NIMITZ NEW BORNS

How hard is it to throw something away in the appropriate place?

That was the question I was asking myself a couple of days ago. We seem to be able to separate everything between dunnage, plastic and paper. I'm also going to assume that when we're all at home the trash gets taken out. So, how come a few of us just can't grasp throwing a cigarette butt out in the bins provided in the smoke pit?

Now, I know that for most people on board here, throwing a cigarette butt out might not apply to them because you don't smoke. Heck, some non-smoker's might even wish it was secured permanently. However, for the crew members this does apply to, it would be fair to assume that we don't want the smoke pit to get secured again, especially for two weeks. Plus, the possibility exists that it might get secured for the rest of deployment if we prove to the chain that we can't be responsible enough to throw a simple cigarette butt in the appropriate place.

One more question, would anyone on board spit on the floor of their own house, your parents house or a friend's house?

If you would or do, that's disgusting. However, for the rest of this deployment this ship is figuratively our house and home, so don't spit on the place where you live.

So, let's look out for each other and make sure that no cigarette butts find their way onto the deck. I'm sure that the majority of us who use the smoke pit would agree that we prefer it not to be secured again.

I know I really can't speak for the rest of the smoker's, but I think that the vast majority of us don't want the smoke pit to be secured again (unless it's during cleaning stations or GQ or something like that). For most of us, it gives us a chance to step away for five minutes or so or to relax after a long day. So, let's try to throw our butts away. This way no one should have a reason to secure it except for the obvious reasons.

Till next time...



Sailor: ABEAR Marlon Buison
Mother: Johanna Buison
Born: September 8 at 1:21 p.m.
Weight: 5 lbs, 11 oz and 18 in.



Sailor: AT2 Michael Moreno
Mother: Laura Anne Moreno
Child: Kylie Diane Moreno
Born: November 4, 2009



Sailor: AE2 Eric Britt
Mother: Nicole Phillips
Child: Nicholas Alexander Britt
Born: December 23, 2009

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SHIP'S INFORMATION

2009 W-2 INFORMATION

Navy active duty members will be able to view and print their 2009 W-2s on Jan. 20 after accessing the MyPay website at <https://mypay.dfas.mil/mypay.aspx>. Members will be able to print the current year and up to four prior years of their W-2s and W-2cs. This information is retrieved from the five year tax history system.

LEGAL NOTE SPICE AWARENESS

On deployment and in foreign ports, Sailors will see advertisements and be approached by street vendors attempting to sell 'Spice' and other natural/herbal substances designed to induce intoxication. These substances may not be illegal in many countries however, the purchase, possession, and/or use is still prohibited for active duty military.

The Navy's policy on drug abuse is zero tolerance. Use of 'Spice', 'Salvia Divinorum', or any other natural/herbal substance with the intent to induce intoxication, excitement, or stupefaction of the central nervous system is prohibited by SECNAVINST 5300.28C and OPNAVINST 5350.4C. Punitive action, adverse administrative action or both can be taken against Navy personnel under UCMJ Article 92, 'Failure to Obey an Order or Regulation.'

OPSEC

Social networking sites like Myspace, Facebook, Twitter and the internet make it easy to stay connected to friends and family back home, but they also help our adversaries quietly gather information on us. Current reporting indicates Al Qaeda has recently called on all Jihadists to actively gather intelligence on Navy warships and U. S. flagged vessels in order to discover our ship names, number of personnel onboard, and any means to monitor our movements around the clock both in and out of port that would help them learn our latest capabilities and easiest ways of attacking our vulnerabilities. Consequently, all hands are reminded to be extremely cautious when posting information to social networking sites or the internet in general. Deny our adversaries the information they need in order to target our forces or families. Good OPSEC requires the vigilance of all hands.

CPO EXAM

The CPO Exam will be held on January 21. Seating will commence at 6:15 a.m.. All candidates must bring their ID card and need to be seated no later than 6:45 a.m. The exam verbatim instructions will be read from 7 a.m. to 7:20 a.m. Testing will begin at 7:30 a.m. and is scheduled to end at 10:30 a.m. The seating chart has been mailed to Dept Heads, Dept PA's and LCPO's. Please check with your chain of command to review the seating chart. Candidates may use log tables and slide rules. Quartermasters are not authorized to use "nautical slide rules." Solar or battery powered, hand-held electronic calculators of any key configuration may be used so long as they are capable of displaying only a single line of numeric and mathematical characters. Graphing calculators, calculators capable of displaying running text, mini-laptop computers, and similar items supporting information storage and retrieval are not authorized. Additionally, exam candidates are not allowed to have the following material in the testing area: wristwatches, cell phones, beepers, black-berries or palm pilots, food or drinks. The uniform for all participants taking the E7 Exam is clean utilities.

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VFA-97



Warhawks



“Every launch takes a team to make it happen, and for us it comes together every time.”

In The
SPOTLIGHT



VFA-97 returns after five years in Marine Corps UDP

by MC2 J.D. Levite

Strike Fighter Squadron (VFA) 97 is no stranger to Nimitz, but in 2004 they began deploying with the Marine Corps through the Unit Deployment Program (UDP), which meant learning a whole new set of rules and leaving behind key elements like carrier-based landing.

In 2009, VFA-97 rejoined Nimitz for her Western Pacific deployment, the squadron was forced to adopt those rules all over again and retrain everyone faster than ever before to be able to provide direct support to Coalition forces during Operation Enduring Freedom.

"Becoming a Navy squadron again was a challenge," said Aviation Electronics Technician First Class (AW) Matthew Hawes, the leading petty officer of VFA-97's Line Shack. "We had to take the Marine Corps rules we were used to and throw them away to get used to a whole new way the Navy does business. Going out to sea, doing constant drills and learning that no-fly days are actually not days off are all part of basic ship-life, things 80 percent of our squadron had no experience with."

These Sailors had to adapt to a lot of challenges, from their new living arrangements in the ship's berthing, to dealing with a permanent lack of space for their aircraft. For some of them the task required a fundamental change in thinking.

"Coming from the Unit Deployment Program to the ship was a whole different ballgame," said Lt. Ashley Bower, a pilot assigned to VFA-97. "As a UDP squadron the instance of taking off and landing was simple, but now that we're on a carrier it's the most dangerous part of the mission."

The pilots spent a lot of time in the air during workup cycles, committing themselves to a lot of practice so they could get their carrier qualifications. The long hours paid off for them because they turned their squadron from shore-based to sea-based in record time.

"This is the first squadron to be on a ship, then spend four years deployed to a shore command, and

then come back and within one workup cycle achieve third place in the air wing's [CVW-11] landing grades," said Lt. Tommy Kalwicz, a pilot assigned to VFA -97.

Seven pilots had to transition from UDP to Nimitz, and while that means a lot of work for those officers, the squadron has a lot more than seven pilots. Sailors move on to new locations all the time, which means even while the veterans learned something new they had a whole class of new pilots and new maintenance men that had to learn everything as well.

"Every new facet is even more challenging," said Bower. "Even as we learn all new qualifications we have to train all new people. Every launch takes a team to make it happen, and for us it comes together every time."

Hawes added to that when he said, "The thing with these challenges during the transition is that



(LEFT) Sailors prepare to launch an F/A-18C Hornet assigned to the "Warhawks" of Strike Fighter Squadron (VFA) 97. Photo by MC3 James Mitchell.

overall we've done so much better than anyone could've expected us to do, and we've had no major incidents."

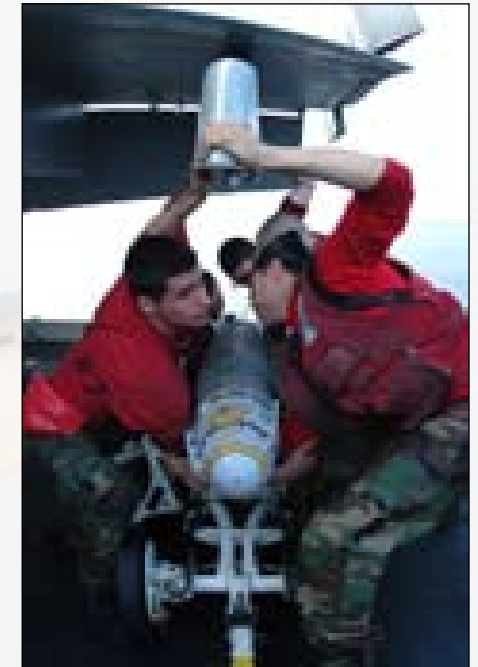
Command Master Chief (AW/SW) Rick Mathis has only been with the squadron since April, but he sees that same work ethic reflected in their daily lives on board Nimitz.

"As a former engineer, I thought engineers worked hard, but these young Sailors don't take any breaks. Even compared to other ships, there are no days off here. They don't stop. I've been so impressed since coming to this command and seeing how hard these aviation commands work."

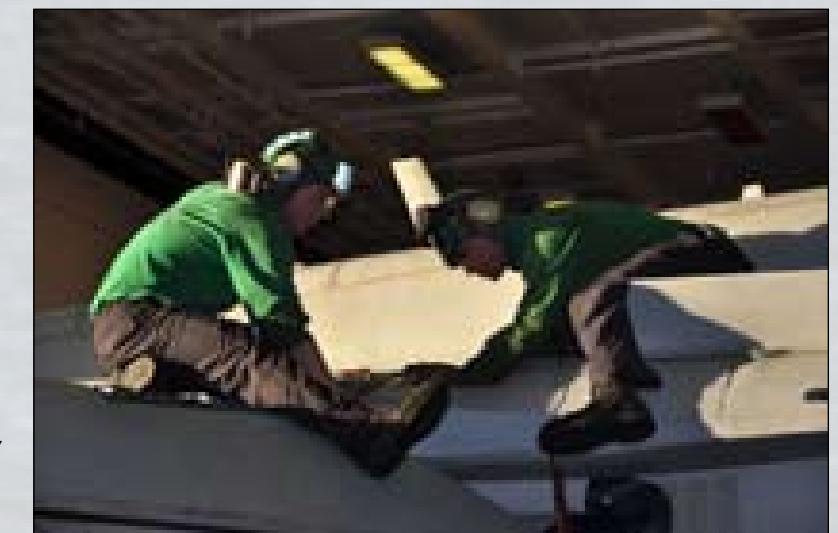
VFA-97 is a regular part of Nimitz Carrier Air Wing 11 now, and they've gotten to this point by working hard and working together. They've overcome every challenge thrown at them since returning to sea life, and now stand out as leaders for other squadrons to aspire to.

"We call ourselves Team Warhawk because that's how I want these Sailors to operate," said Mathis. "These are the best Sailors I've ever seen and I've worked with a lot of people over the years. We set the example." **N**

(RIGHT) Aviations Ordnance-men assigned to the "Warhawks" of Strike Fighter Squadron (VFA) 97 upload ordnance to an F/A-18C on the flight deck. Photo by MC3 Nichelle Noelle Whitfield.



(ABOVE) Aviation Machinist's Mate Airman Nux Bestman, attached to the "Wallbangers" of Strike Fighter Squadron (VFA) 97, cleans an F/A-18C in the hangar bay. Photo by MC3 James Mitchell.



(RIGHT) Aviation Electrician's Mate Airman Dexter Fredinburg and Aviation Electricians Mate 2nd Class Andrew Savini, both assigned to the "Warhawks" of Strike Fighter Squadron (VFA) 97 conduct maintenance on an F/A-18C Hornet. Photo by MC1 David Mercil.

Moms Send Holiday Gifts to Sailors

by MC2 (SW) Joseph H. Moon

Sailors deployed on board Nimitz received 6,000 boxes filled with holiday gifts from moms of service members on Christmas Day.

Deployed in support of Operation Enduring Freedom, members of Nimitz' chief's mess organized the distribution of the gift boxes donated from members of Navyformoms.com to the entire Nimitz Strike Group.

"They are sending them as a morale boost to support us," said Chief Ship's Serviceman (SW/AW) Lori Mitchell, leading chief petty officer of S-3. "They want to give each Sailor a couple of gifts, a game, or something to boost their spirit during the holiday season."

Gift boxes arrived filled with candy, snacks, a tooth brush and tooth paste and a card from telling each Sailor how much their

devotion to duty is appreciated during the holiday season.

"I know a lot of people, including myself, that are spending their first Christmas away from home, and it's nice to know that people care," said Quartermaster 2nd Class (SW) Brittany Addair, Navigation training petty officer.

Navyformoms.com was created for the mothers and loved ones of those who are currently serving in the U.S. Navy. It is a forum where they can discuss issues and concerns.

"As the wife of a prior service member who had to spend Christmas without his family, I know how lonely it is and how some must be feeling like they've been forgotten," said Navyformoms.com member Cat Williams.

"I feel like I'm bringing a bit of light and happiness to someone who not only needs it, but deserves it," she said.

Navyformoms.com was launched on Mar. 1, 2008 and is managed and sponsored by Navy Recruiting Command.

(LEFT) Sailors help separate gift boxes donated by Navyformoms.com. Photo by MC2 John Phillip Wagner, Jr..



Sailors separate the boxes of gifts donated by Navyformoms.com to distribute the gifts to the crew on Christmas Day. Photo by John Phillip Wganer, Jr.

"I am very lucky to have my daughter home for Christmas, but I know that there will likely come a time when she can't come home because of her duties to her ship," said Williams. "When that happens, I can only hope that others will be as kind to her and her shipmates, to let them know they aren't forgotten." *NM*



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I'm a Sailor



Airman Joshua M. Soutullo

Age: 28 years old

Time in Service: 1 year

Home Town: Mobile, AL

Hobbies: Spinning records and wood work

Aviation Boatswain's Mate Handler

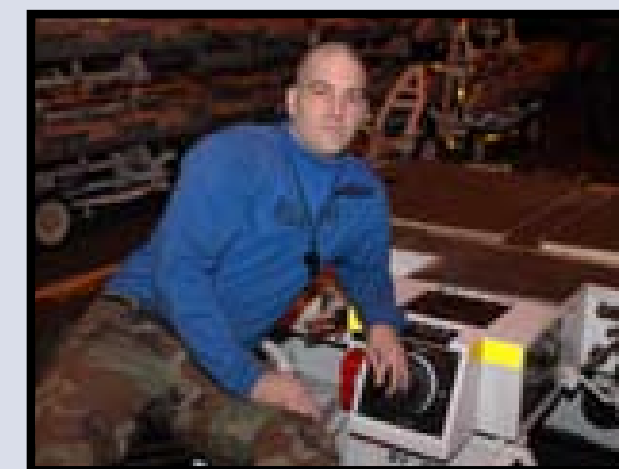
by MC2 (SW/AW) T.J. Ortega

What is your job and what do you do?

I'm undesignated, but I do the job of an ABH (Aviation Boatswain's Mate [Handler]). We move the aircraft around the hangar bay with the spotting dolly. Move them onto the elevator and on the flight deck to get them launched.

Why did you join the Navy?

Several reasons like money for school, job security and also wanting to serve my country. I had a lot of friends and family who served, so it just made sense.



What is your favorite port?

The best part about being a Sailor is the respect I get from everyone back home in the states. Also the travel opportunities. I loved going to Japan because I have always been interested in that country and their culture. I was able to climb Mt. Fuji and see a lot of the sights. It was very fun.

What do you do in your down time on board?

I study for my air warfare, get qualifications for my rate and listen to some music while relaxing. I like to spin drum and bass, break beats, hip-hop and house music.

What goals or plans do you have for your career in the future?

I would like to get rated. I am getting ready to put in a package for Aircrew, so hopefully that goes through. I want to make the Navy a career and stay in. Also get as much education as possible and eventually a degree.



Nimitz in Action



Aviation Boatswain's Mate Airman Adam Katus maneuvers an F/A-18F Super Hornet assigned to the "Black Aces" of Strike Fighter Squadron (VFA) 41. Photo by MC2 John Phillip Wagner, Jr.

A flight director directs a C-2A Greyhound assigned to the "Providers" of Carrier Logistics Support Squadron (VRC) 30 onto a catapult prior to launching. Photo by MC3 James Mitchell.



Sailors assigned to the "Wallbangers" of Carrier Airborne Early Warning Squadron (VAW) 117 prepare for flight operations. Photo by MC3 James Mitchell.

An EA-6B Prowler assigned to the "Black Ravens" of Tactical Electronic Attack Squadron (VAQ) 135 lands on the flight deck. Photo by MC3 Nichelle Noelle Whitfield.



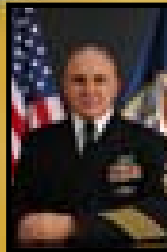
Aviation Boatswain's Mate (Handling) Chief Alfonso Sosa stands watch as the clock strikes midnight, New Year's Day. Photo by ET1 William McKibbin.



Aviation Machinist's Mate 3rd Class Jose Moran, assigned to the "Wallbangers" of Carrier Airborne Early Warning Squadron (VAW) 117, performs maintenance on an EA-6B Prowler. Photo by MC3 James Mitchell.

Aviation Boatswain's Mate (Handling) 3rd Class Nikita Boles performs corrosion control maintenance on a hatch. Photo by MC3 Nichelle Noelle Whitfield.





Ask THE CHIEF

by HMCS (SW/FMF/AW) Joseph Burds

Why did I join the Navy?

Each one of us has had, or will have to deal with this question. Unfortunately, sometimes we forget, lose track or frankly just ignore the reason. At one moment in time something was important enough to make us raise our right hand and promise to protect our country.

Maybe it was for college or to get away from home. Maybe it was adventure you were after, or to see the world. For some, it might have been just to leave a bad situation or start making better choices to stay out of trouble. Who knows maybe it was the Navy commercial and the opportunity to "Accelerate your Life" that put you on the other side of a recruiter's desk. Whatever it was it is part of why you are here, on Nimitz, today.

I asked a bunch of young Sailors at their indoctrination class if they thought they would be spending Christmas on board USS Nimitz when they raised their hands. I assure you none of them said yes.

So here you are shipmates, "Haze gray and underway," and I challenge you to answer another question: Is the Navy getting theirs?

There is a reason they accepted you over so many others, are they getting the time and money that they have invested in you?

I would tell you they better be, and oh by the way your work week is 24/7. If you can answer that question yes, than you better answer in the affirmative for the next question. Are you getting yours from the Navy? Careful, but the deployment you thought was never going to end is a blink away from being over. From the number of pinning ceremonies I've attended I know a number of you have set goals and achieving them. But we have to keep in mind as we are working on our WIGS (wildly important goals) and implementing our 7-Habits training. Goals are just that until they are fulfilled. Achievement, are goals fulfilled.

How many times have you said, "I'm not going to ask because they will just say no." I had an Admiral tell me once, "Do not take no for an answer, if someone says no, find out how to make it yes."

Ask a Chief on board how many times they have been told no. Ask the Mustangs on board how many times they forged a path beyond no. If we take no at face value, our goals will never get off the ground.

So remember what the outcome is when you turn no into yes. Completing a qualification, going incident free for a period of time, or simply getting that can of wax for the deck are all accomplishments. When it is all said and done be sure you can say, "Yes" the Navy got theirs, "But I got mine too."

All things are achievable if you believe it, stay away from the naysayer.

You may have heard this before, let me join the thousands of people who say "Thank You." What you do is important everyday. You chose to serve your country while it was at war. It took courage to raise your hand, whatever the reason might have been, and here you are protecting that right.

I assure you, America is proud and grateful, and I want each of you to know you are making a difference. Keep up the good work.

NIMITZ RECIEVES A MUC

by MC3 (SW/AW) Amara Timberlake

The Chief of Naval Operations presented Nimitz the Meritorious Unit Commendation Wednesday during a two day visit.

Adm. Gary Roughead, presented the award to the ship's Commanding Officer Capt. Paul Monger and Command Master Chief (SW/AW) Chuck Clarke in the hangar bay during an all-hands call.

"This really is the result of all the tremendous effort these Sailors have been putting in for the past two years," said Monger. "I'm very proud to lead this crew and impressed by the hard work and professionalism that encompasses what it means to be a Nimitz Sailor."

Nimitz was acknowledged for magnificent performance during two deployments separated by the first ever Carrier Incremental Availability, an intense 30 day maintenance period, followed by a 10 day sustainment exercise.

"This isn't something that's earned in

"The operative word in the award

is unit, which means it's not the

CMC's award or the captain's

award, it is the crew's award."

one day," said Clarke. "It's a culmination of effort and sustained excellence by Nimitz' crew. The operative word in the award is unit which means it's not the CMC's award or the Captain's award, it is the crew's award. I'm extraordinarily proud of each and every Sailor that contributed to that effort."

From Apr. 2007 to Jan. 2009, Nimitz supported Operations Iraqi and Enduring Freedom flying more than 540 combat missions. The ship also completed a historic port visit to Chennai, India in direct support of the Seventh Fleet area of operation regional engagement objectives. **NN**

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(RIGHT) Commanding Officer Capt. Paul Monger and Command Master Chief Charles Clarke raise the Meritorious Unit Commendation pennant up to for the crew to see during an all hands call after Adm. Gary Roughead, Chief of Naval Operations awarded it to the crew. Photo by MC3 Nichelle Whitfield.



(ABOVE) Commanding Officer Capt. Paul Monger shakes hands with the Chief of Naval Operations after receiving the Meritorious Unit Commendation Adm. Gary Roughead. Photo by MC2 John Phillip Wagner, Jr..

(MIDDLE) Commanding Officer Capt. Paul Monger and Command Master Chief Petty Officer Chuck Clarke receive the Meritorious Unit Commendation pennant from Adm. Gary Roughead, Chief of Naval Operations, during an all hands call. Photo by MC3 Nichelle Whitfield.



(RIGHT) Commanding Officer Paul Monger and Command Master Chief Chuck Clarke stand at attention, while the Chief of Naval Operations Adm. Gary Roughead presents the command with the Meritorious Unit Commendation. Photo by MC2 John Phillip Wagner, Jr..



CNO & MCPON Visit Nimitz At Sea

by MC3(SW/AW) Amara Timberlake

The Chief of Naval Operations visited Nimitz Wednesday.

Adm. Gary Roughead, accompanied by the Master Chief Petty Officer of the Navy (SS/SW) Rick West, spent the day on Nimitz to visit Sailors and observe day-to-day operations in support of Operation Enduring Freedom.

"It's clear to me that what we're providing over Afghanistan, and what we're doing for our troops on the ground there, is extraordinarily important," said Roughead. "To be able to do that from the sea ... where you don't have to worry about basing ashore, yet have the amount of airpower that Nimitz can generate, is extraordinarily important."

Roughead also noted the



(ABOVE) Master Chief Petty Officer of the Navy Richard West shakes hands with Sailors on the flight deck after his arrival aboard. Photo by MC3 Eduardo Zaragoza

professionalism and hard work he witnessed as Nimitz Sailors continue their fourth month of complex combat operations.

"This is a tough fight ... it's one where precision, awareness and an understanding of the circumstances on the ground is extraordinarily important," said Roughead. "That comes through loud and clear in the short time I've been on board, but I know it has been a Nimitz tradition for a long time."

During the visit Roughead and West spoke to Sailors in the ship's hangar bay during an all-hands call.

"It's important for me to visit Nimitz and the fleet as often as I can to get a sense of what we're doing and what's on the minds of our Sailors," said Roughead. "...if you're not

out listening to our great Sailors around the world, especially here on Nimitz, you're not getting the full picture."

West spoke about the pride and professionalism aboard Nimitz.

"When you walk on board a ship like this you just get a feel right off the bat ... does the crew get it," asked West. "Do they have Hooyah? You [Nimitz crew] got your head held high, you're engaging and you're looking us in the eye ... that means a lot to me. That means this Nimitz crew has got it!"

Roughead and West were asked questions from Sailors on topics ranging from uniforms, to the future of the Navy.

"It was a really good opportunity to get to ask our questions," said Personnel Specialist Seaman Mark Wilson, who asked a

question about unmanned systems. "I admire that he took the time to come all the way out here and address many of the questions and concerns of the Sailors."

While on board, Roughead re-enlisted 34 Sailors from Nimitz Carrier Strike Group in the ship's forecabin and pinned enlisted air and surface warfare devices on 33 newly appointed warfare specialists.

The leadership team also traveled to the Arleigh Burke-class destroyer USS Sampson (DDG-102) from Destroyer Squadron 23. *N*



(LEFT) Adm. Gary Roughead, Chief of Naval Operations, and Master Chief Petty Officer of the Navy Richard West, answer questions from Sailors during an all-hands call in the hangar bay. Photo by MC3 Eduardo Zaragoza.

(BELOW) Adm. Gary Roughead, Chief of Naval Operations, recites the oath of reenlistment with Sailors during a reenlistment ceremony in the forecabin. Photo by MC3 James Mitchell.



(BOTTOM) Master Chief Petty Officer of the Navy Richard West has dinner with Sailors on the mess decks. Photo by MC3 James Mitchell.



(RIGHT) Quarter Master 1st Class David Grimes raises the CNO's pennant after his arrival onboard. Photos by MC3 James Mitchell.

RESILIENCE AT SEA

by LCDR Arlene Saitzyk, ship's psychologist

"We teach best what we most need to learn."

It's only fitting the Navy Psychology Newsletter editor's request to write about resilience at sea arrived in my inbox right after a fairly demoralizing morning muster. We had just learned about liberty restrictions, port cancellations, upcoming spot checks, and impending zone inspections. These underwhelming news bites were also digested in the context of a rumor of deployment extension.

Resilience means exhibiting positive behavioral adaptation when facing significant adversity. So, I clicked onto the green-sheet to see when I could fit in a FOD walkdown. I wasn't going to let the morning insults cause permanent damage, and I seized liberty where I could, even if for only 10 minutes of flight deck sunshine while grabbing debris and helping save aircraft from certain destruction. While FOD walkdowns will not immunize me from further letdowns, they're an essential element to my multivitamin supplement at sea.

Resilience to stress is different from resistance to stress. Resistance implies there is no response to stress, whereas resilience means bouncing back.

Example: A steel bar is resistant to stress and maintains its form while bearing large loads, but it's susceptible to shearing or bending under the load, rendering it useless. In contrast, a rubber brick bends easily under small loads, but is extremely difficult to snap or break. Once the load is removed from the rubber, its inherent flexibility returns.

So, how do we maintain flexibility at sea? My own mental gymnastics includes both getting daily sun exposure (FOD walkdowns or detouring through the hangar bay) as well as taking a look at the more serious side of things. Taking a moment to remember how we're part of the bigger picture, just like the janitor who replied, "I'm putting a man on the moon," when asked what he was doing for Apollo 13, I try to remember how we're not only taking care of our patients on board, but also coalition forces on the ground. I watch movies like "Band of Brothers" with Air Department on Friday nights and remember we're in this together. Keeping my mind on what's really important, rather than sweating the small stuff helps me remain focused.

But enough about me and my resiliency, what

about those around me? I surveyed my rubber-brick colleagues from various communities on Nimitz to learn about their experiences of conflict and resolution regarding deployment at sea. Responses varied by community, and a few were consistent with the research which

cites health, self-confidence, active coping, sense of meaning, acceptance of limits, family support, community, spirituality, and positive outlook as keys to psychological resilience. My first informal round of focus groups, amongst the nukes, indicated negative reinforcement is their primary coping tool. "At least I'm not on a sub," was the first reply from them all. Living in a world governed by laws like Boyle's and Ohm's and "net positive suction head," they are examples of the "law of relative happiness". Their second most frequently cited coping mechanism (offered by saltier sailors) was "Make fun of people senior to you." I wholeheartedly agree laughter has been a close second to sunshine in my medicine cabinet (and doesn't require a prescription).

My colleagues in Health Services also leaned toward the relative happiness school of coping, albeit with a little less edge than the nukes. Many health care providers are Fleet Marine Force (FMF) qualified, so "keeping it real" is their forte. They're not in Iraq or Afghanistan this time. Many here are uniquely talented at putting a positive spin on almost anything and appreciate the opportunity to get out of their comfort zone and relish in connecting medicine with Big Navy.

Since we are on an aircraft carrier, I thought it only fitting to find out what Air Department does for resilience. They are the largest department on board and for them "Functioning as part of a team helps put stress into perspective." A daily Air Plan



Lt. Cmdr. Arlene Saitzyk takes a break from her job as the ship's psychologist to enjoy some sunlight and fresh air on vulture's row.

cartoon (in which they usually poke fun at other departments) keeps them in good spirits.

Camaraderie develops quickly at sea. With a looming home port change, I'm already sad about saying farewell to new friends who will not transfer with us next year and I've only been on board three months.

But if I ever really miss the ship, I can always:

1. Run all of the piping and wires inside my house on the outside of the walls.
2. Invite 5000 friends to come over, and then board up all the windows and doors to the house for eight months. After the eight months are up, take down the boards and wave at my friends through the front window of my home ... I can't leave until the next day. I have duty.
3. Make my family qualify to operate all the appliances in the home (e.g., dishwasher operator, blender technician).
4. Needle gun the aluminum siding on the house after the neighbors have gone to bed.
5. Lock myself and the family in the house for about six weeks. Then tell them that at the end of the sixth week I'm going to take them to Disneyland for weekend liberty. When the end of the sixth week rolls around, inform them that Disneyland has been canceled due to the fact they need to get ready for 3M inspection, and that it will be another week before they can leave the house.
6. Once a month, take every major appliance apart and put them back together again.
7. Raise the thresholds and lower the top sills of the front and back doors so that we either trip or bang our head every time we pass through one of them.
8. When the children are in bed, run into their room with a megaphone, and shout at the top of my lungs that our home is under attack, and order them to man their battle stations ("General quarters, general quarters, all hands man your battle stations").

Finally, worship of a higher power helps. It's good to believe someone more reliable and powerful than a ship's CO has the "con" on our well-being.

In sum, there aren't always fair winds and following seas, but with the help of sunshine, perspective, and my shipmates, I'm really glad I'm here.



Health

by Lt. Christi Zohlen,
Physical Therapist,
Command Health Promotion Coordinator

Happy Running New Year!

Many people have made New Year's resolutions to improve their fitness level by starting a running program. Running is a great exercise because it is simple, can be done without expensive equipment, and does not require extensive training. However, injuries can occur if running is done without proper preparation. With some basic strategies, running can be a great source of fitness and joy.

When starting a program, it is best to start with the right equipment. In running, this means proper footwear, clothing, and socks. Synthetic, wicking materials are superior to cotton. Shoes should be fitted by a professional, if possible, to be sure the shoe type is the most appropriate for your arch type. Blisters can be avoided if you wear socks made specifically for running.

Weather variables should be taken into account when heading outside. Temperatures 50-73 degrees are ideal. Extremes over or under this range can result in hypo- or hyperthermia. Humidity can alter perception of the effects of temperature. Pay attention to forecasts prior to running outdoors and anticipate changes. Dress in layers so you can adjust to temperature variations.

If you have not run before, or wish to ramp up your running mileage, it is best to follow a formal training program. Many solid programs are available free on-line (see sites below). Enough cannot be said about moderation and building mileage smartly. With each new week, add no more than 10% of the previous week's total mileage. For example, if you run a total of 20 miles this week, add two miles to your total for next week. In addition, incorporate cross-training a couple times into your week to prevent overuse injuries.

Many other factors are part of a healthy running program that cannot all be covered in one column. These include nutrition, stretching, weight training, terrain variation, and more. The following are reputable websites that are solid resources for finding out more information about the joys of running:

Furman Institute of Running & Scientific Training at <http://www.furman.edu/first>

Race schedules and general information at <http://www.coolrunning.com>

Road Runner Sports at <http://www.roadrunnersports.com> (click on "shoe dog")

Sports Medicine at http://www.med.umich.edu/1libr/sma/sma_index.htm



LESS BANG FOR YOUR BREATH

by MC2 (SW) Joseph H. Moon

While Nimitz is supporting Operation Enduring Freedom, Sailors on board who use the liquid oxygen (LOX) converter are making a gradual transition to a new oxygen providing device, the On-Board Oxygen Generating System (OBOGS) concentrator.

The major difference between the two devices is that the LOX converter uses stored liquid oxygen while the OBOGS uses ambient air taken from outside the aircraft and turns it into breathable oxygen, said Aircrew Survival Equipmentman 2nd Class Jamal Barconey, assigned to Aviation Intermediate Maintenance Department

(AIMD).

Despite a substantial difference in cost, it is the maintenance and the refueling of the devices that have the Sailors that service the devices discussing the pros and cons of each.

Barconey said the LOX converter's biggest flaw is that it uses LOX, which can be dangerous. LOX may look like an innocent pale blue fluid, but according to Operational Naval Instruction (OPNAVINST) 5100.19D it is capable of immediately freezing any object it comes into contact with.

"We are taught that LOX is dangerous and you can destroy a lot of things very quickly if you're not paying attention," said Barconey.

The freezing temperatures of LOX are not the only concern. LOX is capable of expanding up to 860 times its liquid volume, generating 12,000 pounds per square inch, as it warms into a gas creating an oxygen-rich environment, which is also dangerous when you introduce a flame or spark.

"You can't over pressurize the bottle," said Aircrew Survival Equipmentman 2nd Class (AW) Anthony Dickerson, "you have to react quickly or it could blow up."

Because of its volatile nature, Sailors have to work in pairs with an additional safety watch to oversee the evolution when refueling the converters.

Sailors working with LOX have to use a great deal of personal protective equipment (PPE). Sailors must wear a face shield and protective goggles, white

cuffless coveralls, protective gloves made of leather cloth, safety shoes, and a rubber apron, said Barconey.

"There is no PPE necessary for OBOGS," said Barconey, "So, only one worker is necessary."

The one thing that can be said for using the LOX converter is that it's simple to use, said Dickerson. OBOGS, on the

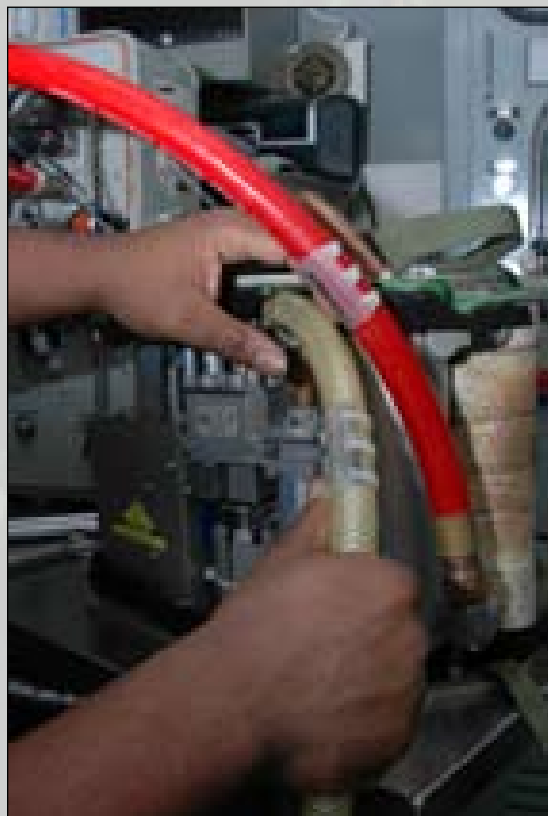
other hand takes troubleshooting, he said. "It has a lot more screws and little bolts."

"It is a lot safer," he said, "but it takes more hours to perform maintenance," commenting on the complexity of the device.

OBOGS is used

on all the F-18 squadrons while the other aircraft onboard: C-2A Greyhound, EA-6B Prowlers, and E2-C Hawkeyes are slated to make the change at some point.

Barconey admitted that while LOX incidents have been minor, "You can replace a LOX converter, you can't replace people dying." *NN*



(LEFT) Aircrew Survival Equipmentman 2nd Class Jamal Barconey conducts a performance test for the On-Board Oxygen Generating System (OBOGS) concentrator, which checks the air-oxygen pressure of the device. Photo by MC2 Joseph Moon.



(LEFT) Aircrew Survival Equipmentman 2nd Class Andrew Wardell and Aircrew Survival Equipmentman 3rd Class Khamphone Nhoibouakong test liquid oxygen bottles in the LOX plant while performing maintenance. Photo by MC3 John Philip Wagner, Jr.



(ABOVE) Aircrew Survival Equipmentman 3rd Class Khamphone Nhoibouakong inspects the pressure gauge of a liquid oxygen (LOX) bottle in the LOX plant while filling a LOX bottle. Photo by MC3 John Phillip Wagner, Jr.

HOROSCOPE

Aries MAR 21-APR 20
By week's end, rest and relaxation will be necessary. Watch your diet and your tendency to overindulge. Don't break promises that you made to children, or difficulties will surely erupt.

Taurus APR 21-MAY 21
Someone you care about may not be completely honest with you. This might cause you to argue with anyone and everyone. Control your temper if you wish to avoid hurt feelings.

Gemini MAY 22-JUNE 21
Don't be too demanding or negative with youngsters. You tend to want the best for everyone you love. Your desires may lead to isolation or retaliation.

Cancer JUN 22-JUL 23
Your lover may take drastic measures to get your attention. Don't overreact or allow your temper to explode. Work quietly behind the scenes, paying special attention to detail.

Leo JUL 24-AUG 23
This week's scenario is highlighted by your ability to direct your mind to areas that bring you closer to advancement. Don't take on too many projects. Focus on getting ahead your own way. Greater self-esteem will result from your accomplishments.

Virgo AUG 24-SEP 23
Your concern for older family members and those who need help will enhance your reputation. You can form partnerships that will be fruitful and long lasting.

Libra SEP 24-OCT 23
Use your creative ingenuity to get your own way, believe in yourself and so will others. Your reputation may be affected if you get involved in secret love affairs. Be a giver, not a taker.

Scorpio OCT 24-NOV 22
Don't become angry with family or friends. Listen to friends, their advice may be valuable. You will have to gauge your activities wisely, or exhaustion will result.

Sagittarius NOV 23-DEC 21
Your strong vision of the way things are supposed to be, gives you confidence in yourself. Even though problems at work are likely, try to go about your business and to avoid getting involved in gossip.

Capricorn DEC 22-JAN 20
Friends will be able to give you some sound advice if you open up about your personal concerns. Talk to those you respect about your professional intentions.

Aquarius JAN 21-FEB 19
Listen to others and you will be sure to obtain valuable information. Don't let employers interfere with your plans. They may try to take credit for your efforts.

Pisces FEB 20-MAR 20
This will not be an easy time to talk to your mate about serious matters. You are likely to say things that you will regret later.



Schedule of Events

January 16
BITTERSWEET CHOCOLATE DAY!
Dip your favorite foods in chocolate!
Aft Mess Decks at 8 p.m.

January 17
Nimitz Idol Auditions Start

January 18
JEA Spades Tournament
Aft Mess Decks at 8 p.m.

January 19
Camcorder Videos Due

January 20
JEA Spades Continue
And Dominoes at 8 p.m.

January 21
Texas Hold'em Tournament
Aft Mess Decks at 8 p.m.

January 22
Movie Night
Aft Mess Decks at 8 p.m.

January 23
Halo Tournament
Aft Mess Decks at 8 p.m.

January 24
BINGO at 8 p.m.

January 25
Out-chop Celebration



by MC3 (SW/AW) Amara R. Timberlake & MC2 (SW) Joseph Moon



Summary: A small town teen joins a roller derby league without her parents permission.

Starring: Ellen Page, Juliette Lewis, Marcia Gay Harden

Rating: PG-13

Timberlake 🍌 ★★★★★

Ellen Page plays her usual teen misfit in a movie that expertly combines roller skating and mild violence with classic romance and friend themes. It starts out at a good pace and its only downfall comes when the movie slows toward the story's resolution. The most memorable highlight comes from Drew Barrymore's stoner character who steals the show with her random antics and outbursts. In sum, Whip It scores as more than a chick flick with up-beat comedy and an inspirational edge.

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Moon 🍌 ★★★★★

Whip it does not have a unique plot, small town young woman wants to be her own woman despite her mother's expectations, but it does have a unique hook; she wants to smash faces playing roller derby for a team called the Hurl Scouts. While everybody knows what happens in these modern bittersweet dramedy sports movies, it is the personalities of the characters that make this movie so good. Ellen Page, Juliette Lewis, Drew Barrymore (also the director) and a murder of women throwing punches to the face, clotheslines, and hip checks round out a fulfilling story that leaves you liking everybody in the end, even the bad guys.

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